

FIGHT HARD FOR DISMAL SWAMP

Lake Drummond Route For the Canal

ON INLAND WATERWAY

Albemarle and Chesapeake Canal, which was recommended previously by Army Engineers, has its advocates. While the Dismal Swamp advocates wear badges, "A Fight for Life," Urge it Upon the Intra-Coastal Board of Engineers.

(Special to News and Observer.)

Norfolk, Va., Sept. 8.—It was a big delegation that came from Eastern North Carolina to present the rival claims of the Dismal Swamp route and the Albemarle and Chesapeake canal route. Fully three hundred and fifty North Carolinians from Elizabeth City, South Mills, and Pasquotank and Camden counties came to fight for the Dismal Swamp canal as a link in the Inland Waterway, urging that the Lake Drummond route be used in the chain from Beaufort to Cape Cod, the arguments being presented to the Intra-Coastal Waterways Board, composed of United States Army engineers authorized by Congress to select a route, the report to be made to the Secretary of War. Representatives of the Albemarle and Chesapeake canal were also heard.

In the final analysis of the case the Dismal Swamp route advocates pointed out their view that the selection of the Albemarle and Chesapeake canal as a link in the inland waterways chain meant the confiscation and abandonment of the Dismal Swamp canal; that South Mills, commercially, would be destroyed; that Elizabeth City's splendid development would be checked by reason of its being deprived of its present water traffic facilities; that productive farms in the Dismal Swamp and the busy lumber mills would be impaired, if not closed up, by choking up the channels of communication. It was urged that if the canal is bought and deepened that Dismal Swamp can be reclaimed and thousands of acres of fertile land be made available to produce immense crops; it being also pointed out that seventy per cent of canal traffic now select the Dismal Swamp route.

In favor of the Dismal Swamp canal route the speakers were Messrs. M. K. King, president of the Lake Drummond Canal Company; Walter B. Brooks, chairman of the executive committee of the canal company, Baltimore; W. Ira Halstead, of South Mills, N. C.; President E. F. Lamb, of the Elizabeth City Chamber of Commerce; former Mayor J. B. Leigh, of Elizabeth City; Reb Stewart, of Portsmouth city, and an authority on Dismal Swamp conditions; L. W. C. Overman, representing Progressive Harbor No. 9, American Association of Master Mates and Pilots, Norfolk; Frank Lindsay, owner of valuable farm land in the swamp; and J. J. Woodley, of Washington, N. C.

The Albemarle and Chesapeake route arguments were presented by Messrs. D. S. Burwell, of the Albemarle and Chesapeake Canal Company, and Mr. Tate, of Currituck county; Harvey M. Dickson, vice-president of the Atlantic Deeper Waterways Association, represented the association, saying that body wishes to leave the matter of routes entirely with Congress and the Government engineers and will take no part in local fights over routes, that these fights might endanger the whole project, that Congress would not buy two routes through one section and that such a course would make it cost as much as the Panama Canal.

"A Fight for Life" read the badges worn by the Dismal Swamp advocates and the delegates emphasized this sentiment. Arguments were presented to show this to be the better route, the most popular route. Mr. M. K. King in his remarks showed that the Dismal Swamp Lake route had the preference in traffic, that from March 12 to August 31 while 1,678 craft went over the Currituck route 2,872 craft selected the Lake Drummond route, that the business was increasing rapidly, that this canal performed its mission before there were railroads and has continued to do so for 30 years.

Mr. Brooks, of the Lake Drummond Canal executive committee, said that the canal as it stood would be turned over for \$1,750,000. The recommenda-

tions of the present board and other boards of health as being only from an engineering standpoint, while the commercial use should be the guide, that 75 per cent of all commerce from the lower sounds of North Carolina go the Dismal Swamp canal route, even at a higher rate, that it is a more certain route, not affected by tides or winds or storms, the safest route.

Mr. W. Ira Halstead, of South Mills, said that to abandon the Dismal Swamp canal route meant to destroy many industries and would bring stagnation to that section, that business would be the great sufferer. Mr. B. S. B. Stewart, of Portsmouth, held it to be the best route for commerce, the naval service and the drainage of swamp lands; that from it fresh water could be had for the Norfolk naval station, which last year had paid \$27,000 for fresh water, that at Deep creek a fresh water basin could be established for torpedo boats to prevent fungus and other growths on the boats' bottoms. As to it being a lock canal, the government at Panama is now building a lock canal to connect two oceans.

President E. F. Lamb, of the Elizabeth City Chamber of Commerce, declared the abandonment of the Dismal Swamp canal meant the displacement of Elizabeth City from the march of progress, that it would cripple business. He said that Norfolk should help, not oppose, that the people he represented had helped Norfolk to grow, that the Albemarle and Chesapeake route would be forty miles from Elizabeth City. For the Federal government to abandon the Dismal Swamp canal would be to reverse its plans in the reclamation of arid lands and swamp lands, opposed to good roads movements and the general policy of extending deeper waterways, that it would be a policy of distinction and not of conservation. He declared the people of his section would bear their share of the expense in establishing and maintaining the deeper waterway, that it was no reason to take away the canal because to Elizabeth City comes the Norfolk Southern Railroad, that a free canal by the Albemarle and Chesapeake route would not offset the value of the Dismal Swamp toll canal, that its abandonment would destroy property values and ruin Elizabeth City.

Former Mayor J. B. Leigh spoke for the preservation of the interests of Elizabeth City by keeping open the Dismal Swamp route, that if it was closed business would stagnate and development in the section checked. Mr. L. W. C. Overman, on behalf of the pilots and mates who use of the canal, read a resolution favoring the Dismal Swamp route. Mr. Frank Lindsay, who has developed a model farm on the Dismal Swamp canal, told of the valuable and rich lands that would be available if the canal is deepened and the swamp drained.

For the Albemarle and Chesapeake route Mr. D. S. Burwell said he was willing to stand by the report of the engineers, that some things said did the Albemarle and Chesapeake route an injustice, that in 17 years the fluctuations in the water level has never been more than two feet, that vessels were loaded to nine feet, and that six inches difference in the water level would stop traffic, and this has never occurred. The canal is only eleven miles long and the rivers it taps can be easily canalized, that it is the best route available when all the country is considered. He said he would like to see both routes bought by the government, that this would solve the trouble. Mr. Tate, of Currituck, said that Currituck county wanted to be protected as well as Pasquotank and that the people of Currituck want the Albemarle and Chesapeake route selected. The ocean tide, he said, did not affect the Currituck Sound.

The last speaker was Mr. Harvey M. Dickson, representing the Atlantic Deeper Waterways Association. He held that the engineers are capable of handling the route problem, that the inland waterway is the paramount issue and that he did not want it blocked by tacking on local and individual canals and rivers, that all personal interests must be subordinated to the project if it is to succeed; that he did not believe the United States will buy and operate two routes, that if the inland waterways bill is loaded down with every locally favored canal and river the project could cost far more than the Panama Canal.

The Intra-Coastal Board today began a trip through the canals, going down through the Albemarle and Currituck canal and returning through the Dismal Swamp canal.

ERADICATING THE CATTLE TICK.

By Prof. E. S. Cotton, Tennessee.

The presence of the fever tick in the States south of the Federal quarantine line costs the agriculture of that region the enormous sum of \$100,000,000 per year. In this day of modern agriculture and increased intelligence among the farmers this is too high a tax, even if it is a voluntary one, to pay for the privilege of harboring a nuisance.

The fever tick and nearly all other ticks in their development pass through four states: egg, seed tick, nymph and adult.

The eggs are laid by the engorged adult tick.

By seed tick is meant the little tick

from hatching up to the first moult.

By nymph is meant the young tick between the first moult and the second moult.

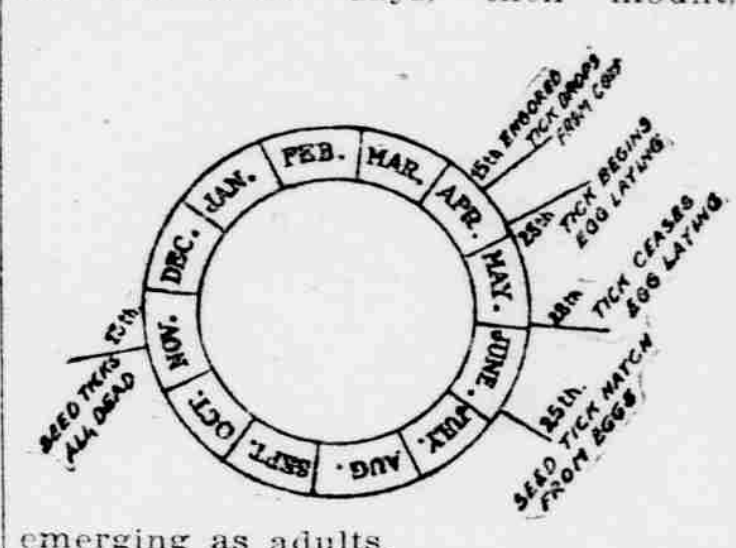
The term adult is applied to the tick after the second moult and includes the so-called "yearling tick" and the fully engorged tick. The engorged tick lays from 1,500 to 4,000 eggs in from 9 to 55 days, depending upon the season of the year, requiring the longer period in cold weather and the shorter in summer.

The six-legged seed ticks hatch from the eggs in from 26 to 29 days, again depending upon the temperature.

The seed ticks crawl upon grass, weeds and shrubs and await the coming of animals, from one day to several weeks.

After getting on an animal the seed ticks feed 7 to 12 days, when they shed their skin, emerging as eight-legged nymphs.

The nymphs feed upon the host animal five to 10 days, then moult.



emerging as adults.

The adults mate and feed four to 14 days, when they drop to the ground and lay eggs.

The fever tick completes this cycle twice and in favorable seasons three times a year in Tennessee. They have been doing this as long as we have known anything of them and will continue to do so indefinitely unless man steps in to break the cycle.

In the illustration is shown the length of the various stages in the life cycle of the seed ticks hatching from eggs laid by engorged ticks dropping from the host animal on April 15. After the ticks drop to the ground 10 days will elapse before egg laying begins.

The ticks will continue laying until May 28, or 33 days, the eggs will begin hatching on June 25, an incubation period of 60 days, and the seed ticks will not all be dead until November 13, a period of four months and 19 days (141 days). This tells us why it is absolutely necessary to keep all horses, mules and cattle off a pasture in which an attempt is being made to starve out the ticks.

Pastures from which live stock is removed for a sufficient time become free of ticks by a process of starvation, as the ticks cannot live to maturity if they are unable to get upon animals. The time required for all ticks to die after the stock has been removed from infested fields and pastures varies considerably, depending on climate, season, and weather conditions. Experience has shown, however, that the period from September 1 to July 1 is sufficient, and this appears to be the most convenient time.

Movement of Cotton.

By the Associated Press.)
New York, Sept. 9.—The following statistics on the movement of cotton for the week ending Friday, September 7, were compiled by the New York cotton exchange.

Weekly Movement—

Port receipts, this year, 94,815; overland to mills and Canada, this year, 1,413; Southern mill takings (estimated), 30,000; gain of stock at interior towns, this year, 6,340; brought into sight for the week, this year, 122,568.

Figures for last year not available.

Total Crop Movement—

Port receipts, this year, 122,791; overland to mills and Canada, this year, 2,266; Southern mill takings (estimated), this year, 40,000; stock at interior towns in excess of September 1st, this year, 8,031; brought into sight thus far for season, this year, 173,088.

Figures for last year not available.

CORN IN THE SOUTH.

Can corn be raised in the South? Well read these figures: A boy in South Carolina raised a crop averaging 152 bushels per acre. An Arkansas boy raised 135 bushels and one in Virginia 122 bushels. These were all one acre crops. For these remarkable achievements Secretary Wilson has given the boys diplomas or exceptional proficiency in agricultural pursuits.

N. C. Herd Registered Duroc-Jersey Swine

We offer pigs as good as good breeding and intelligent feeding and attention can make them. Either pairs or trios can be shipped on short notice. Please give this farm a trial for we will do a square business and guarantee satisfaction if possible. Write for circulars.

Cedar Grove Stock Farm

W. A. THIGPEN, Conetoe, N. C.

REPORT ON VARIOUS CROPS

AVERAGE CONDITION OF CORN

78.2; SPRING WHEAT WAS 63.1;

OAT 83.3; TOBACCO 77.7—RE-

PORT BY STATES ON TOBACCO.

(By the Associated Press.)

Washington, D. C., Sept. 8.—The September crop report of the Department of Agriculture showing the average condition of various crops as compiled by the crop reporting board says the average condition of corn on September 1, was 78.2, compared with 79.3 last month, 74.6 a year ago, and 79.5, the ten year average; Spring wheat, when harvested, was 63.1, compared with 61.0 last month, 88.6, a year ago, and 78.0, the ten year average; barley, when harvested, was 69.8, compared with 70.0 last month, 80.5 a year ago, and 83.1, the ten year average; the oat crop, when harvested, was 83.3, compared with 81.5, last month, 83.6, a year ago, and 79.5, the ten year average.

The average condition of tobacco on Sept. 1, was 77.7, against 78.5, last month, 80.2, a year ago, and 82.3, the ten year average.

By important tobacco States, the condition was:

Kentucky 76; North Carolina 73; Virginia 86; Tennessee 82; South Carolina 74; Florida 86.

Comparison of condition on Sept. 1, for important corn States, follows:

States.	1910.	10-yr. av.
Texas	75	71
Oklahoma	50	73
Georgia	88	85
Tennessee	85	80
Kentucky	82	84
Alabama	92	81
Mississippi	93	75
North Carolina	86	83
Arkansas	91	77
Louisiana	90	80
South Carolina	86	79
Virginia	82	86

WHY BUY A SEPARATOR?

Because it saves all waste of butter fat. What is the use of feeding cows good corn, hay and other stuff that costs money and then allowing the product to go to waste?

Less work is necessary to handle milk with a separator than without, because there are fewer utensils to be used and the skim milk may be fed to the pigs and calves and chickens at once and does not have to be handled again.

Forty or \$50 will buy a good separator, big enough for a herd of four or five cows and it will save its cost the first year. If properly cared for a separator is good for ten days.

The cream from a separator will bring more money because it is uniform in richness and is sweeter because as it is separated while the milk is warm and fresh it does not absorb odors as it would if left standing around.

The separator saves hauling milk to the creamery and then hauling the skim milk back to the farm. Then skim milk hauled any considerable distance becomes cold and sometimes dirty and tainted and not fit to feed.

If a farmer has 10 or more cows he will require a larger separator—one that will handle say 150 pounds of milk in about fifteen minutes and he then should have a small gasoline engine to do the work. It is quicker and cheaper than hand power.

Two farmers of Peoria county, Illinois, were bitten by horses which were suffering from hydrophobia, the result of a raid in a neighborhood by a rabid dog. The men were successfully treated at the Pasteur Institute, Chicago.

ESCAPED FROM COURTROOM.

Negro Jumps From Two-Story Window and Eludes Crowd.

(Special to News and Observer.)

Rockingham, Sept. 8.—John Leak, a big young negro, upon being sentenced to two years on the roads made a daring escape from the court room. He made his way to the ante-room behind the judge's bench and made his way out of the second story window. He dropped to the ground and hit a running. He successfully avoided the crowd which tried to head him off.

No Better Officer in the State.

(The Davidsonian.)

All of us are interested in having a diligent and courageous solicitor to prosecute violators of law. Hon. William C. Hammer has proved his fitness for the place he fills so well. We hope Davidson will not go back on our brainy representative before the courts. We do not know his opponent but we do know Mr. Hammer, and we know him to be one of the finest solicitors in the State.

Sending Out Rules.

Chairman James R. Young, of the special committee, is sending out the rules and regulations for the primary in the sixth district to the chairmen of the county executive committees.